



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

## APPENDIX

### THE SEMI-ANNUAL MEETING (FORTY-SECOND YEAR) OF THE ACADEMY OF POLITICAL SCIENCE, NEW YORK CITY, APRIL 28, 1922

The Committee on Arrangements, which also served as the Program Committee, planned for three sessions at this meeting to consider the three most important problems growing out of the actual experience of the country with, and operations under, the "Transportation Act, 1920." The Academy, at its Annual Meeting in November, 1919, had discussed quite fully the railroad problem in all its various aspects at the close of the war and while the railroads were still under Federal control. The very substantial volume on "Railroad Legislation" (*Proceedings of the Academy of Political Science*, Vol. VIII, no. 4, Jan., 1920, 268 pp.), which contains the papers and addresses presented at that meeting, gives a good account of the considerations under discussion in Congress while the Transportation Act was still in its formative stages. This volume, together with the text of the Transportation Act, 1920 (Act Feb. 28, 1920), which is too voluminous to reproduce here, should be studied as the basis of the program of the meeting of April 28, 1922.

The three problems which seemed to the Committee to cover the most important matters of present public interest and to serve as a means of following up the discussion of railroad legislation at the Annual Meeting of the Academy in November, 1919, are: (1) The labor provisions of the Transportation Act; (2) The general railway policies of regulation and control with respect to the general or public welfare; (3) Freight rates and business revival. To each of these a special session of the meeting of April 28, 1922, was devoted.

The thanks of the Academy are due to the railway executives and to the economists and publicists who have specialized in transportation problems, who gave generously of their time and service in the work of the Committee on Arrangements, and in the preparation of papers and addresses delivered at the meeting.

## COMMITTEE ON ARRANGEMENTS

SAMUEL McCUNE LINDSAY, *Chairman ex-officio*

FRANK H. DIXON

HOWARD ELLIOTT

MILTON W. HARRISON

ELON HUNTINGTON HOOKER

EMORY E. JOHNSON

ROBERT S. LOVETT

VICTOR MORAWETZ

CHARLES P. NEILL

WILLIAM L. RANSOM

CHARLES M. SCHWAB

HENRY R. SEAGER

EDWIN R. A. SELIGMAN

ALBERT SHAW

T. W. VAN METRE

PAUL M. WARBURG

FRANK J. WARNE